

a grave than grow up a profane and graceless boy."

Not long before the death of Mr. Adams a gentleman said to him:

"I have found out who made you."

"What do you mean?" asked Mr. Adams.

The gentleman replied:

"I have been reading the published letters of your mother."

"If," this gentleman relates, "I had spoken that dear name to some little boy who had been for weeks away from his mother, his eyes could not have flashed more brightly than did the eyes of that venerable old man when I pronounced the name of his mother."

He stood up in his peculiar manner and said:

"Yes, sir; all that is good in me I owe to my mother."—*Ex.*

How Railway Kings Travel.

The traveler who has modern sleeping-cars and hotel-cars at his command would seem to have reached the height of luxury. He is surrounded by soft fabrics of exquisite color, and beautiful specimens of handiwork in choice woods and costly metals. His dinner is served to him while he is being whirled along at thirty-five or forty miles an hour. But the magnates of the great railroad lines contrive to secure still finer cars and still greater luxuries for themselves when they travel.

The President of the Central Pacific Railway has recently ordered a palace car to be built for his wife, the cost of which is to be thirty thousand dollars. Mr. Vanderbilt has a private car which cost forty thousand dollars. One-half of the interior is a grand saloon walled in big plate-glass windows, and furnished with arm-chairs, lounges and tables. The other half is occupied by a kitchen, bath-room, private sitting room, etc.

Mr. Vanderbilt has inherited his father's fondness for fast traveling with a special engine, on special time, and often makes six hundred miles between daylight and dark. He dislikes night travel, but when it is necessary, he has a "sleeper" attached to his private car.

The president of the Erie railway has one of the most elegant of private cars. It is seventy-two feet long or a little longer than the Pullman car.

The first room is walled with Irish bog-oak, carved and ceiled with lighter wood, ornately stenciled.

The furniture is of the most luxurious and beautiful pattern. A wide hallway leads into the main saloon, and on one side of it is a bed-room, while at the other a large bath-room.

The bath-room has a deep tub and a marble toilet-stand. The bed-room contains a full-sized bed, which, when not in use, is a mahogany wardrobe, richly carved. The grand saloon itself is as large as many city parlors, and it is fitted with every imaginable convenience, including kitchens, pantries, etc.

In addition to these luxuries, some of the presidents add bronzes and pictures to the rest of their traveling furniture.—*Ex.*

The incident below alluded to, appeared in our columns last summer, but so distorted as to weaken its force, and we now give it accurately:

Six years ago, on a Saturday afternoon, the National Bank of Marseilles, Ill., paid \$750 of a new issue of its five dollar bills to Oliver R. Adams, secretary of the Marseilles Manufacturing Company, which he used that evening in paying the workmen in their shops. When the bank closed on the following Monday, no other bills of that issue had been paid out. That year the whole saloon privilege was farmed out by the town to one man, for \$1,500, and by four o'clock on that same Monday afternoon, their saloon monopolist had actually deposited to his own credit in that same bank, between \$450 and \$500 of those identical five dollar bills.

The suggestive fact was made public, and at the next spring election the people voted out the saloons, and they have not returned; and the famous victory of the seventh instant, with nearly a two to one vote for prohibition against "High License" gives good encouragement that they never will. Mr. George Woodford, whose able efforts contributed so largely to this victory, was presented on the triumphal occasion with a gold-headed cane, and was feted generally. Facts like these are what the people want, and this one can be verified at any time by reference to the cashier of that bank, or to any of the Marseilles Manufacturing Company, gentleman of unquestioned integrity, and of whom, on any moral issue, no one ever asks where they stand.

Capital is constantly looking toward Marseilles, for its wonderful water power, its delightful scenery,

its freedom from saloons and its high social and moral tone, it is indeed a good place to "go to," and a better place "to stay."—*Ex.*

Temperance in England.

While the temperance reform has been meeting with varied fortunes in this country, and has lately suffered many rebuffs, its progress in England seems to be assured; a result due largely, no doubt, to the natural and healthy methods of agitation and legislation which have been in operation. The diminution in the use of beer and spirituous liquors in Great Britain is indicated by the fact that the revenue from excise duties is now \$25,000,000 less than it was seven years ago. Sir Wilfrid Lawson, after years of persistent agitation, secured the adoption of the principle of local option by the House of Commons in 1880, and within the last two weeks the same body, by a majority of eighty-seven, reaffirmed the principle that the question of the sale of intoxicating liquors in communities shall be settled by the inhabitants of such a community, the ministry accepting substantially Sir Wilfrid Lawson's resolution. The unanimity of the best English sentiment on the subject is striking, and may well furnish food for reflection for our own temperance agitators. The Church of England Temperance Society now numbers about 500,000 members, spends over \$100,000 a year in this work, and has not only the sympathy but the active coöperation of the great body of laymen and clergymen in the English Church. The other religious bodies are even more enthusiastic, and the steady and healthful progress of the reform is due largely to the absence of extravagant claims and of denunciations for difference of method; coffee-houses are multiplying throughout England, temperance meetings are largely attended, and the agitation has passed into something like a great popular movement.—*Christian Union.*

The city of Des Moines, Iowa, according to the *Register*, has declared for \$1,000 license, as against \$250 last year, and yet eleven more saloons have paid their money, and are at work under the new regime, than were operated in 1882. This does not argue well for restriction by high license.

Weather Report.

During May, 1883, there were 5 days during which rain fell, and an aggregate of 1.62 in. of water, 9 clear and 17 cloudy days other than those on which rain fell.

The mean temperature for the month was 55.80°. Highest daily mean temperature for the month 68°, on the 29th. Lowest daily mean 44°, on the 16th. Mean temperature for the month at 2 o'clock P. M., 64.64°. Highest temperature 77°, at 2 o'clock P. M., on the 29th. Lowest temperature 40°, at 7 o'clock A. M., on the 2nd.

The prevailing winds for the month were from the S. W. during 5 days, South 7 days, North 18 days, N. W. 1 day. No frost during the month at this point.

During May, 1882, there were 7 rainy days, and 1.51 in. of water, 14 clear and 10 cloudy days. Mean temperature for the month 53.35°. Highest daily 70°, on the 31st. Lowest daily, 42°, on the 13th.

T. PEARCE.

Eola, Or., June 1, 1883.

MONMOUTH MEAT MARKET.

I HAVE JUST REMOVED FROM my old Stand to a

NEW COMMODIOUS HOUSE

South of the Post Office,

Where I can be found at the

BLOCK

When the wants of the community demand, where I keep

FLOUR AND BACON

Constantly on hand. And I will try and supply my customers with as good

BEEF

AS THE MARKET AFFORDS, AT LIVING PRICES.

Thanking my friends for former patronage would respectfully solicit a continuance of the same.

A. B. GRIGGS.

May 23, 1883.

13-21-3m

FOR SALE.



TWO GOOD HOUSES, ONE with one lot, the other with two lots, in the town of Monmouth; a good garden spot. A good bargain. Terms: half down and the balance on time. For further information apply to Robert Foulkes in HERALD office.